

to arrange it; and we should hope that it will be a stipulation that however many ships replace the yellow flag, they shall be uniform in color and design, and that they shall be the Chinese Government flag itself, together, and adopt such reforms as will improve the service. — *N. C. Daily News.*

THE SUBSIDY OF THE NIPPON YUSEN KAISHA.

The Nippon Yusen Kaisha, which has entered into a calculation as to how much the Nippon Yusen Kaisha will receive under the provisions of the Navigation Encouragement Act recently passed by the Diet. If the Company employs on its European line such vessels as the *Sakura-maru*, about 4,130 tons gross and 11 knots average speed, it is estimated that the subsidy for the outward and homeward journey for one vessel will be yen 3,362.24. If six steamers are employed, the total subsidy for the line will amount to yen 20,174.40. As one of the directors, however, is now in Europe for the purpose of purchasing larger steamers, our contemporary calculates that the vessels used will be about the size of the *Tokyo-maru*, of about 6,000 tons gross and 14 knots average speed, in which case the steamer will earn a subsidy on one voyage of yen 14,000, and for six voyages of yen 84,000. In addition to the subsidy, the Government will grant a subsidy of 300,000 yen to the Australian line, of 100,000 yen to the Bombay line, and of 50,000 yen to the Vladivostok and Koriokoro line. Adding the total subsidy, the Government subsidy, it is then calculated that the total amount of the annual subsidy to the Nippon Yusen Kaisha will reach in round figures 2,900,000 yen. — *Kobe Chronicle.*

THE SUGAR TRADE IN JAPAN.

The following are extracts from the annual report of the Yokohama Chamber of Commerce:—Sugar.—The trade in 1895 again shows a considerable increase over that of the previous year. The imports have been valued at 3,400,000 piens, while 3,000,000 piens against 2,900,000 piens and 435,100 piens respectively. Values, as entered in the Customs, however, have not kept pace with these figures, as the fully paid value, increase of 1895 over 1894, the value has hardly increased 2 per cent, and for the quantitative increase of over 20 per cent. In white the values have declined about 11 per cent. Especially noticeable are the facts that the imports of brown sugar from Manila has considerably increased in addition to the importation from Hongkong, and that about 55,000 piens of white beet sugar were imported from the same source. The fact that there is an increasing importation of sugar from Java, but the total import was about normal and fair prices were obtained. Brown sugar, however, being a Japanese possession, sugar for this country is relieved of both export and import duties, which is a great advantage. The price of sugar per picul, over former years, and must gradually tend to the development of its sugar estates and give an inducement for the whole of the crop to find its way here.

THE FALL IN SILVER AND PRICES IN JAPAN.

At the annual meeting of the Yokohama Chamber of Commerce Mr. W. B. WALKER, said—Mr. Chairman, the members of the Chamber of Commerce have reason to be indebted to you for the very full report you have just read. It is satisfactory to see that there has been a considerable increase in trade during the past year, an increase which we may hope to become greater as time goes on. There is one point, however, left untouched, which I wish to notice with regard to what is taking place in the cost of production of articles manufactured in this country. Much has been said, and some in various quarters, especially by well-known journalists, that articles produced in the East maintain in very much the same price as they did years ago before the fall in silver. Now it is the experience of us all that in almost every article produced in this country the cost of production and of labor in all ways have greatly increased. Let us take one of the chief staples of the country, rice, the price of which has risen to 250 yen per picul, to-day it is about four yen per picul. The price of labor is also very nearly doubled and we find a similar rise in all articles of common use. The cost of living, therefore, has increased by 25 to 30 per cent. I think, considering how much has been said and written on this subject, that it may be well to point out the change that is taking place in Japan, and in other Eastern countries. (Applause.)

The CHAIRMAN.—It was at first intended to embody some remarks on this subject in the report, but on further consideration it was thought advisable to leave the subject to the members of the Chamber. There is no doubt that it is a matter of great importance, and one that will occupy the Chamber's attention on a future occasion. The rise in wages, as has been said, has made it difficult to carry on production. In regard to raw silk it is not improbable that it will reduce the production. The matter will have the attention of the incoming Committee.

SILVER PRICES IN JAPAN.

Mr. W. B. Walker, in speaking at the meeting of the Chamber of Commerce, is decidedly interesting, but does not touch upon the question of silver. Mr. Walker apparently contends that in view of the general appreciation recently observed in the silver price of Japanese commodities, the contention of bimetalists must be abandoned, namely, that silver has purchasing power as a commodity in silver-using countries. Now it is beyond question that prices have greatly risen in Japan, and it seems to us equally certain that the appreciation of gold by encouraging export, giving the Japanese producer a larger price for his staples, and thereby increasing the general prosperity of the nation, has contributed to raise the scale of living, or in other words, to encourage the price of commodities. But there have been many other powerful factors at work that tend to differentiate their effects, to determine how much of the appreciation of the market price of commodities is due to them, how much to the reduced purchasing power of silver, is an almost hopelessly difficult problem. Even though silver had not been arbitrarily divorced from the old connection with gold, even though no market appreciation of the price of silver had taken place, the greatly altered circumstances of the Japanese nation since the Restoration must have involved a corresponding change in the cost of labor and commodities. That goes without saying. Then, to accentuate the disturbance, we have the war with China and all its far-reaching consequences. In the new matter of labor—and labour, after all, is the prime factor in determining the price of human productions—it is easy to see how human must have been the influence of a campaign that diverted to military uses a large fraction of the working classes, whether as coolies or soldiers. Further, as manufacturing enterprises developed as hundreds of cotton mills, silk weaving factories, docks, arsenals, paper mills, and so forth springing all over the country, the demand for labour became so keen that the remuneration for it commands necessarily rise, and the effect is felt in every department of production. It would be extravagant, we think, to expect that a metal which has lost forty or fifty per cent. of its purchasing power in the West should retain that power unimpaired in the East. But it would be equally extravagant to infer that the appreciation of gold is chiefly responsible for the enhanced silver prices of labour and commodities in a country like Japan where its influence, independent of exchange and far more potent, have been and continue to be at work. — *Japan Mail.*

FACTORY OPERATIVES AND THEIR HOURS OF WORK IN JAPAN.

A very interesting report has been prepared by the Osaka Unofficial Sanitary Association upon the ages, wages, and working hours of factory operatives in Osaka. We learn from it that there are 14,000 spinning factories in the city, employing 16,416 persons. Of these only 22 males and 34 females are 60 years of age and upwards, and they work a freer and easier working day. This is about the average working day in the factories for the operatives. The operatives include 12,518 children between the ages of 12 and 14; 517 between 10 and 11; and 171 under 10 years of age. There are 10 weaving factories, employing 548 males and 2,385 females, in which the working hours per day average 11½. There are in these factories 11 children under 10 years of age—1 boy and 10 girls—who work 12 hours a day. In the two cotton-spinning establishments, 35 persons are employed, whose hours of labour average 10½. In these there are 42 girls under 15. There is only one bleaching factory, which employs 50 persons whose working hours are 10 per day. The four major factories employ 1,540 persons, and these work 11½ hours a day. These operatives include 480 between the ages of 12 and 14; 349 between 10 and 12; and 204 under 10 years of age. There are also six brick factories, employing 142 persons on an average 10 hours a day. Doubtless in the course of a few years the Diet will be having factory legislation under consideration, upon the lines of the English law. — *Kobe Chronicle.*

NEWS VIA AUSTRALIA.

THE TRANSVAAL.—The flag of the Transvaal is being hoisted up for the conveyance of President Kruger to England. The Dutch residents of the Transvaal are much in favor of the proposed visit of Kruger to Great Britain.

President Kruger, in an interview with a Press representative, stated that he has the best prospects of reaching a satisfactory settlement, though he regards the position as being very much involved.

London, 24th March. The *Pall Mall Gazette* and the *Times* publish statements which show that the company incorporated in the Transvaal at present. These state that the situation there is a serious one. It is believed that Mr. Chamberlain is demanding conditions which the Boers resist, and that the fate of the promised reforms is endangered thereby.

THE SUDAN TROUBLE.—London, 21st March. Mr. John Morley, in moving a vote of credit to the Government for their action in despatching an expedition against the Dervishes at Dongola, declared that if the Government really fear that the Khalifa's success is likely to endanger Egypt, their plans are very seriously jeopardized without rational basis.

Mr. Chamberlain, in reply, pointed out that the immediate and practical policy of the Government was the defence of the Egyptian frontier. The Dervishes were a constant menace, and if Kassa fell into their hands the effect on Egypt would be incalculable. The extent of the Anglo-Egyptian advance into the Sudan would be limited by the extent of the resistance of the Dervishes.

Mr. Carson, Secretary to the Foreign Office, declared that England will never evacuate Egypt until that country has been secured against external danger and internal disorder. The expedition was a necessary part of England's work, and would teach the Egyptians to take themselves.

Sir William Harcourt stated that an advance on Khartoum would be the inevitable result of the present state of affairs.

Mr. Balfour, the Leader of the House, said it would be impossible to rest satisfied with the position until the Sudan has been regained, and until it had been reestablished as a British province.

The motion went to division, with the result that the Government had a majority of 143.

London, 22nd March. The Khalifa Abdulla has proclaimed the present aggressive movement of the dervishes in the Sudan a holy war.

Several Arab tribes are reported to have volunteered to serve with the British-Egyptian force now advancing on Dongola.

Sir H. H. Kitchener, Commander of the Egyptian army, who has been appointed to Dongola, has under his command the Egyptian Army, will number 20,000 men, and will include three battalions of British troops and 7,000 Bedouins.

London, 24th March. Akasha, the terminus of the railway to the Nile, has been built on the bank of the Nile near Wady Halfa, has been fortified.

Further details of the recent attacks on the Zohabir defiles, near Kassa, show that in their first attack the Dervishes lost forty men, but in the three subsequent attacks their losses were much heavier.

A force of 3,000 Dervishes is now threatening the Zohabir Pass.

London, 24th March. The Sultan of Turkey has expressed himself as greatly concerned at the present estrangement of Great Britain.

London, 25th March. In connection with the despatch of the Anglo-Egyptian expedition to Dongola, it is expected that 4,000 troops will be sent up the Nile to Aswan, at the First Cataract, within a week.

It is hoped to provoke a little with the Dervishes in the vicinity of Suakin.

London, 24th March. The Times this morning states that the Porte last autumn entered into an intrigue with Osman Digna, the Sudan leader, against the British.

Preparations are being made at Suva for the temporary housing of the contingent of troops proposed to be sent from India for service in the Sudan.

London, 27th March. Sir H. H. Kitchener, the commander of the expedition to the Upper Nile, will remain at Akasha, 50 miles north of Wady Halfa, until the railway to Akasha is completed.

The camel corps and the cavalry force will advance to Suakin, where 1,000 dervishes are reported to be camped.

It is expected that the united protest of France and Russia against the voting of funds from the Egyptian reserve, as well as the trial of the Commissioners before the mixed tribunals, will be without result.

SHIPPING REPORT.

The British steamer *Cheng Hock Kien*, from Singapore 14th April, had the weather throughout, with light to fresh breeze from S.E. to N.E.

PASSENGERS BOOKED FOR THE F.A.R. EAST.

For P. & O. steamer *Monte*, from London, March 21.—To Straits, China, and Japan: Lieut. Colonel G. H. Dyke, Mr. and Mrs. Gillies, Mrs. Allen, Miss Nicholson. For P. & O. steamer *Britannia*, from London, March 27.—To Straits, China, and Japan: Mr. and Mrs. C. S. Moore and child; Major Franchell, Misses Franchell (2), Mr. and Mrs. Fox, Dr. P. C. Ayres, C.M.D., Mr. A. R. de Mouray, P. W. Fyssa, Doyle, Mrs. Nichol and two children, Messrs. P. A. Nixon, Schelle, R. H. Phillips, Lieut. C. B. Haver, Mr. L. M. F. Grant, Mr. R. Shop, Mrs. Kerr, Rev. H. H. Gattrell. From Brindisi, April 5.—Mr. J. M. Dow.

For P. & O. str. *Paranella*, from London, April 10.—To Straits, China, and Japan: Mr. and Mrs. F. W. Waller, Dr. V. M. Waller, Mr. W. J. Chalmers, Mr. H. Scott, Mr. J. Whitley, Mrs. Lovell, Mr. Donald, Mr. and Mrs. Hickie, Mr. and Mrs. J. Lawson Welch. For P. & O. str. *Albatross*, from London, April 18.—To Straits, China, and Japan: Mrs. Gifford and child, Mrs. A. Ross, Miss Bailey, Mr. A. G. Ward, Captain S. S. Long.

For Messageries Maritimes steamer *Nahel*, from Marseilles, March 22.—To Yokohama, Shanghai, and Hongkong: Mr. and Mrs. Bonafant, Mr. and Mrs. J. H. Bonafant, Mr. and Mrs. J. H. Bonafant, Mr. and Mrs. J. H. Bonafant.

For Messageries Maritimes steamer *Calcedonia*, from Marseilles, April 12.—To Yokohama, Shanghai, and Hongkong: Mr. and Mrs. J. H. Bonafant, Mr. and Mrs. J. H. Bonafant, Mr. and Mrs. J. H. Bonafant, Mr. and Mrs. J. H. Bonafant.

For Canadian Pacific steamer *Esperanza* of Japan, from Vancouver, April 20.—To Yokohama, Shanghai, and Hongkong: Mr. and Mrs. J. H. Bonafant, Mr. and Mrs. J. H. Bonafant, Mr. and Mrs. J. H. Bonafant, Mr. and Mrs. J. H. Bonafant.

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NOTICE TO CONSIGNEES

STEAMSHIP "SYDNEY."

COMPAGNIE DES MESSAGERIES MARITIMES

NOTICE.

CONSIGNEES of Cargo from London, or S.S. "Sydney," in connection with the above Steamship, are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before Noon To-Day, the 14th inst., requesting it to be landed here.

Bills of Lading will be countersigned by the Underwriter.

Goods remaining undelivered after Tuesday, the 21st inst., at Noon, will be subject to rent and landing charges as usual.

All Claims must be sent in to me on or before Tuesday, the 21st inst., or they will not be recognized.

All Damaged Packages will be examined on Tuesday, the 21st inst., at 11 A.M.

No Fire Insurance has been effected.

C. T. GOURNAIRE, Acting Agent.

Hongkong, 14th April, 1896. [12]

"FINLUND" LINE OF STEAMERS.

FROM LIVERPOOL, ANTWERP, ROTTERDAM, SANTO DOMINGO, CADIZ, AND MANILA.

THE Steamship

"P.O. IX."

having arrived from the above ports, Consignees of Cargo by her are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, at Kowloon, whence delivery may be obtained immediately after landing.

Cargo remaining undelivered after the 21st inst. will be subject to rent.

No Fire Insurance has been effected.

Consignees are requested to present all claims for damages and/or shortages not later than the 23rd inst., otherwise they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on Tuesday, the 23rd inst., at 11 A.M.

Bills of Lading will be countersigned by JARDINE, MATHESON & CO., Agents.

Hongkong, 14th April, 1896. [1355]

"RICKMERS" REGULAR LINE OF STEAMERS.

FROM MIDDLESBRO, HAMBURG, ANTWERP, AND SINGAPORE.

THE Company's Steamship

"DEIKER RICKMERS"

having arrived from the above ports, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, at Kowloon, whence delivery may be obtained immediately after landing.

No Claims will be admitted after the Goods have left the Godowns, and all Claims must be sent in to the office of the Underwriter before Noon on the 22nd inst., or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on Tuesday, the 23rd inst., at 11 A.M.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 21st inst. will be subject to rent.

Optional Cargo will be forwarded unless notice to the contrary be given before 3 P.M. To-Day.

Bills of Lading will be countersigned by JARDINE, MATHESON & CO., Agents.

Hongkong, 15th April, 1896. [1359]

"GLEN" LINE OF STEAM PACKETS.

FROM NEW YORK AND STRAITS.

THE Steamship

"GLENGYLE"

having arrived from the above ports, Consignees of Cargo by her are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, at Kowloon, whence delivery may be obtained immediately after landing.

Cargo remaining undelivered after the 22nd inst. will be subject to rent.

No Fire Insurance has been effected.

Consignees are requested to present all claims for damages and/or shortages not later than the 23rd inst., otherwise they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on Tuesday, the 23rd inst., at 11 A.M.

Bills of Lading will be countersigned by JARDINE, MATHESON & CO., Agents.

Hongkong, 15th April, 1896. [1358]

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

NOTICE TO CONSIGNEES.

FROM GLASGOW, LIVERPOOL, AND SINGAPORE.

THE Company's Steamship

"HYSON"

having arrived from the above ports, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, at Kowloon, whence delivery may be obtained immediately after landing.

No Claims will be admitted after the Goods have left the Godowns, and all Claims must be sent in to the office of the Underwriter before Noon on the 27th inst., or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on Saturday, the 25th inst., at 3 P.M.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 23rd inst. will be subject to rent.

Bills of Lading will be countersigned by JARDINE, MATHESON & CO., Agents.

Hongkong, 17th April, 1896. [1373]

FROM HAMBURG, PENANG, AND SINGAPORE.

THE Steamship

"ERATO."

having arrived from the above ports, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded unless notice to the contrary be given before 3 P.M. To-Day.

"Any Cargo impeding her discharge will be landed into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, and stored at Consignees' risk and expense."

No Claims will be admitted after the Goods have left the Godowns, and all Claims must be sent in to the office of the Underwriter before Noon on the 24th inst., or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 24th inst., at 3 P.M.

No Fire Insurance has been effected.

SIEMSEN & CO., Agents.

Hongkong, 18th April, 1896. [1379]

OCEAN STEAMSHIP COMPANY.

CONSIGNEES per Company's Steamer

are hereby notified that the Cargo is being discharged into Craft, and for landed at the Godowns of the Underwriter, where they will be examined on the 24th inst., at 3 P.M.

If at Consignees' risk, the Cargo will be ready for delivery from Craft or Godown on and after the 24th inst.

Goods undelivered after the 25th inst. will be subject to rent and landing charges as usual.

All Claims must be sent in to me on or before Tuesday, the 24th inst., at 11 A.M.

No Fire Insurance has been effected.

BUTTERFIELD & SWIRE, Agents.

Hongkong, 20th April, 1896. [1381]

NOTICE TO CONSIGNEES

THE P. & O. S. N. Co's Steamship

"RAYBNA."

FROM HOMBAY, COLOMBO, AND CARRAIS.

CONSIGNEES of Cargo by the above-named vessel are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before Noon To-Day, the 14th inst., requesting it to be landed here.

Bills of Lading will be countersigned by the Underwriter.

Goods remaining undelivered after Tuesday, the 21st inst., at Noon, will be subject to rent and landing charges as usual.

All Claims must be sent in to me on or before Tuesday, the 21st inst., or they will not be recognized.

All Damaged Packages will be examined on Tuesday, the 21st inst., at 11 A.M.

No Fire Insurance has been effected.

C. T. GOURNAIRE, Acting Agent.

Hongkong, 18th April, 1896. [1378]

VESSLS ON THE BERTH.

FOR YOKOHAMA AND KOBE.

THE Steamship

"ERATO."

Captain T. Ostermann, will be despatched for the above ports To-Day, the 21st inst., at Noon.

For Freight or Passage, apply to SIEMSEN & CO., Agents.

Hongkong, 18th April, 1896. [1378]

FOR SINGAPORE, HAYRE, AND HAMBURG.

(Calling at Nankang for Landing Passengers' if sufficient inducement offers.)

(Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, OPORTO, LONDON, LIVERPOOL, and BRISBANE.)

THE Steamship

"NIOBE."

Captain E. G. Pfaff, will be despatched for the above ports To-Day, the 21st inst., at Noon.

This steamer has superior accommodation for First and Second Class Passengers and carries a Doctor and a Stewardess.

For Freight or Passage, apply to SIEMSEN & CO., Agents.

Hongkong, 16th April, 1896. [1379]

CHINA NAVIGATION COMPANY, LIMITED.

FOR TIENTSIN.

THE Steamship

"NANCHANG."

Captain Finlayson, will be despatched for the above ports To-Day, the 21st inst., at Noon.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 13th April, 1896. [1363]

CHINA NAVIGATION COMPANY, LIMITED.

FOR SHANGHAI.

THE Steamship

"FOOCHOW."

Captain Blackmore, will be despatched To-Morrow, the 22nd inst., at Noon.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 20th April, 1896. [1368]

CHINA NAVIGATION COMPANY, LIMITED.

FOR PORT DARWIN, QUEENSLAND PORTS, SYDNEY, AND MELBOURNE.

THE Company's Steamship

"CHANGSHA."

Captain Williams, will be despatched on FRIDAY, the 24th inst., at 3 P.M.

The attention of Passengers is directed to the fact that the above-named steamer is fitted with a Refrigerating Chamber, and the supply of Fresh Provisions during the entire voyage.

A daily qualified Surgeon is carried, and the vessel is fitted throughout with Electric Light.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 13th April, 1896. [1367]

OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE, VIA THE OVERLAND RAILWAYS AND ATLANTIC AND OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

Belgio (via Nagasaki), SATURDAY, April 25, 1896, at Noon.

Coptic (via Nagasaki), WEDNESDAY, May 1, 1896, at Noon.

Gazette (via Nagasaki), SATURDAY, May 3, 1896, at Noon.

Kobe (via Nagasaki), SATURDAY, May 3, 1896, at Noon.

Yokohama (via Nagasaki), SATURDAY, May 3, 1896, at Noon.

THE Company's Steamship "BELGIO"

will be despatched for SAN FRANCISCO, via NAGASAKI, KOBE, INLAND SEA, AND YOKOHAMA, ON SATURDAY, the 25th APRIL, 1896, at Noon, connection being made at Yokohama with Steamers from Shanghai.

Steamers of this line pass through the INLAND SEA OF JAPAN and call at HONOLULU and passengers are allowed to break their journey at any point en route.

Through Passenger Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates and particulars of the various Routes may be obtained upon application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year, will be allowed discount of 10 per cent. This allowance does not apply to through fares from China and Japan to Europe.

All Parcel Packages should be marked to address in full, and same will be received at the Company's Office until Five P.M. the day previous to sailing.

Consular Invoices to accompany Cargo destined to ports beyond San Francisco in the United States should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage apply to the Agency of the Company, No. 7, Praya Canton.

J. S. VAN BUREN, Agent.

Hongkong, 8th April, 1896. [1374]

VESSLS ADVERTISED AS LOADING.

DESTINATION.

VESSLS NAME.

FLAG & NO.

CAPTAIN.

FOR FREIGHT APPLY TO.

TO BE DESPATCHED.

LONDON & CO.

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VESSLS ADVERTISED AS LOADING.

DESTINATION.